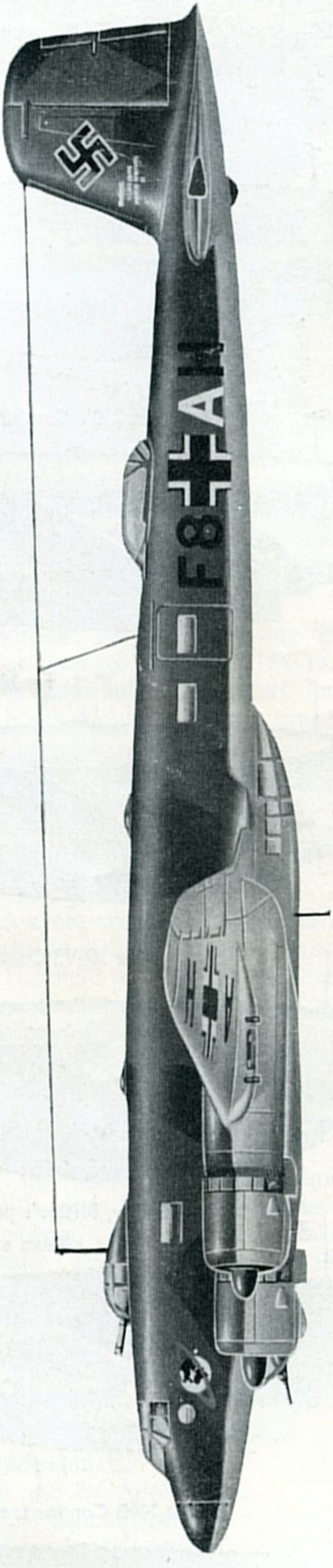
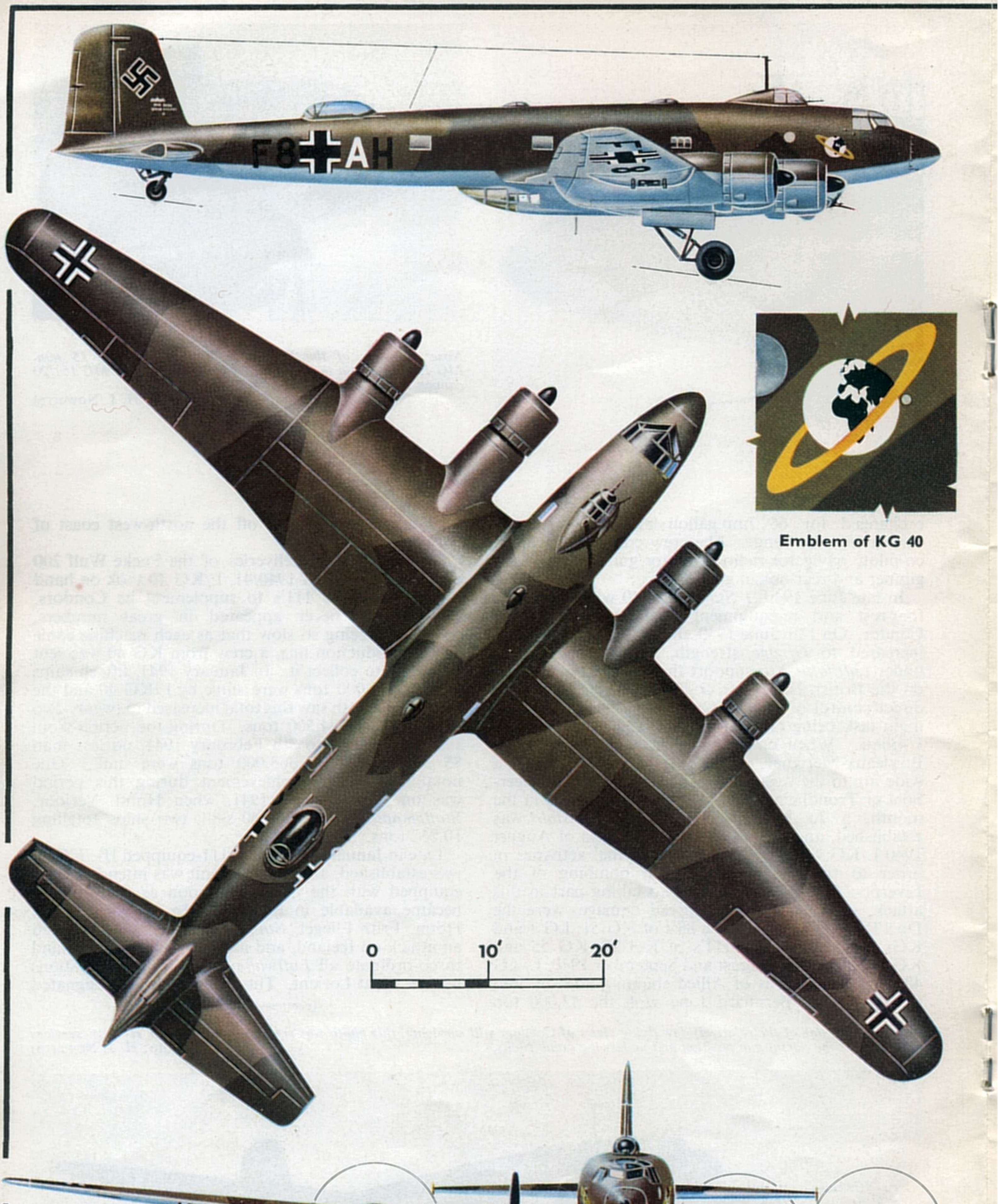
PROFILE
PUBLICATIONS

The Focke-Wulf Fw 200

NUMBER 99
TWO SHILLINGS





Emblem of KG 40

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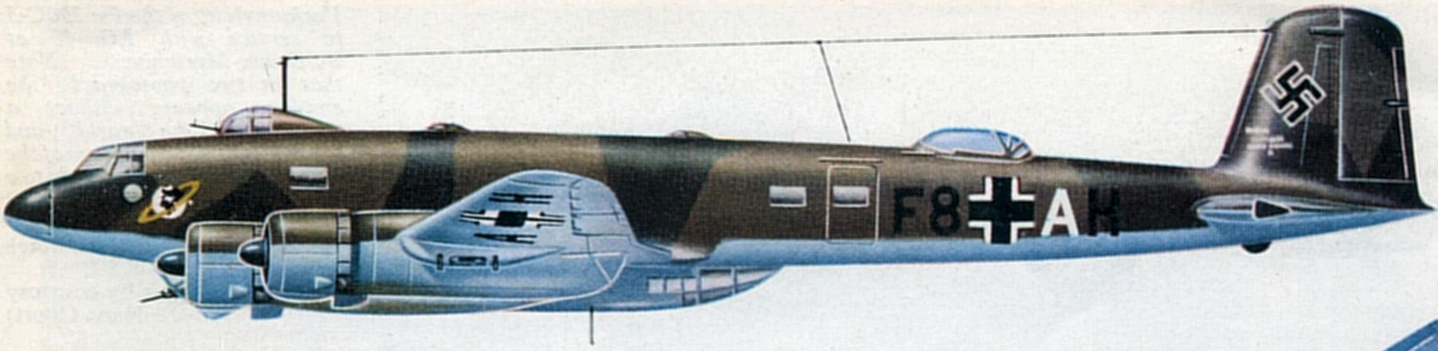
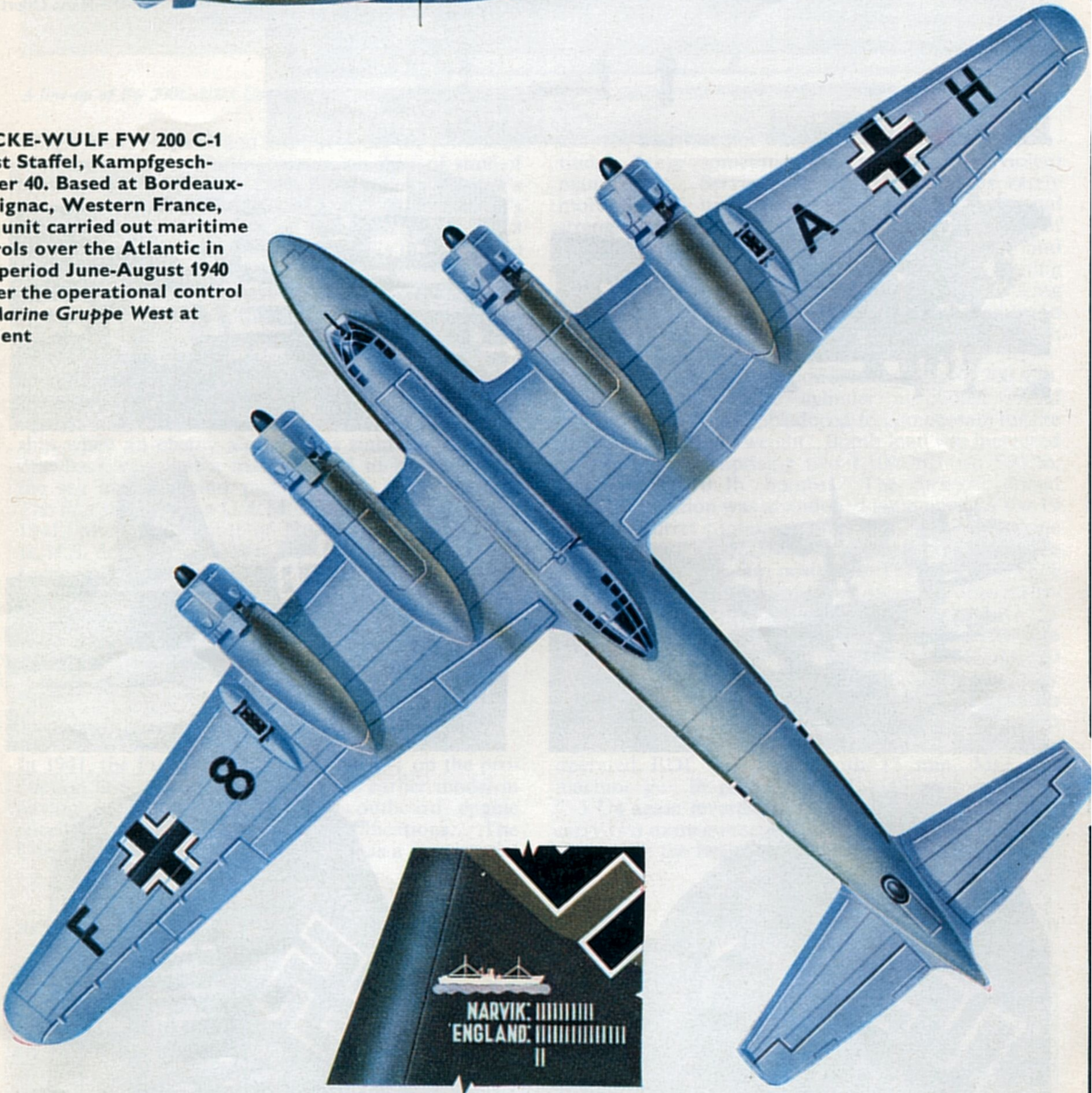


FOCKE-WULF FW 200 C-1 of 1st Staffel, Kampfgeschwader 40. Based at Bordeaux-Merignac, Western France, this unit carried out maritime patrols over the Atlantic in the period June-August 1940 under the operational control of *Marine Gruppe West* at Lorient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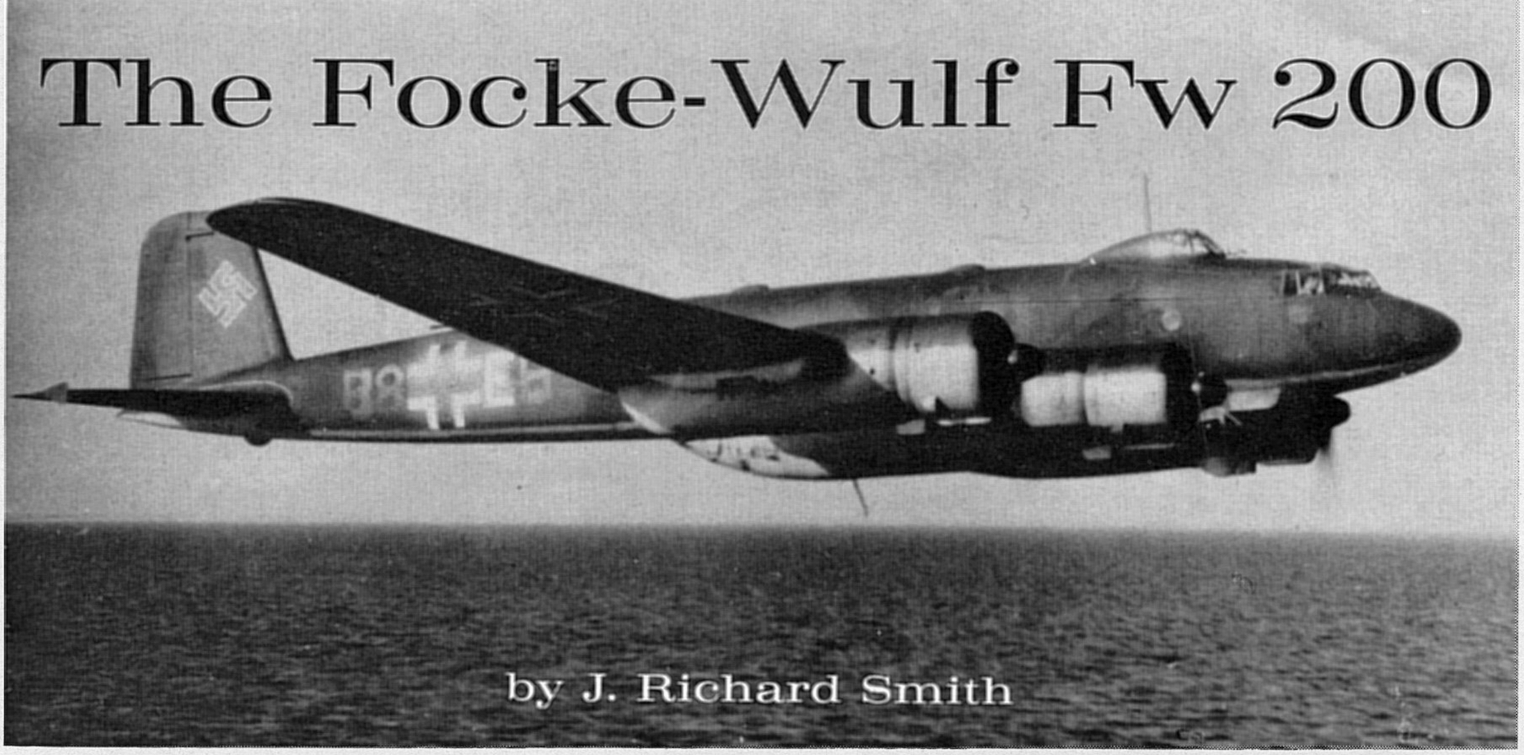
Mission tally detail

The Focke-Wulf Fw 200

by J. Richard Smith



An Fw 200C-2 in flight over the North Sea. This machine was flown by the Staffelkapitän *of 1st Staffel, KG 40; it was lost during a mission over the British Isles on July 20th 1940.* (Photo: via Hans Obert)

"To the U-boat scourge was now added air attack far out on the oceans by long-range aircraft. Of these, the Focke Wulf 200, known as the Condor was the most formidable". So wrote Sir Winston Churchill in his *History of the Second World War* when describing the part played in the Battle of the Atlantic by the Focke Wulf Condor.

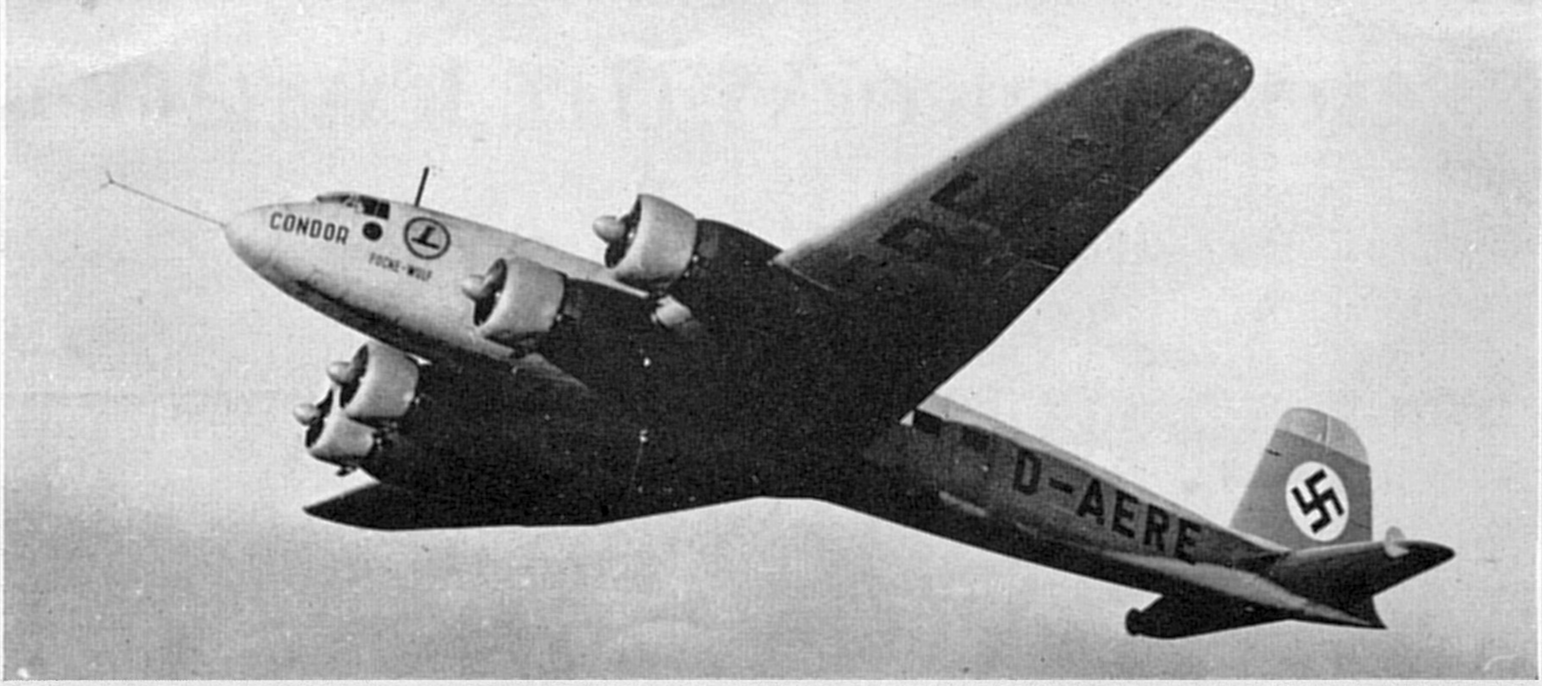
The Condor was designed in the spring of 1936 purely as a commercial airliner for use by *Deutsche Lufthansa* whose Ju 52/3m was loosing ground to the American Douglas DC-3. The Condor, like the famous Fw 190 of later years, was designed by Dipl.Ing. Kurt Tank, Technical Director of the Focke Wulf Flugzeugbau G.m.b.H. The aircraft was to be a twenty-six seat low wing monoplane powered by four 720 h.p. B.M.W. 132 G-1 nine cylinder radial engines and possessing a retractable undercarriage. The R.L.M., at Tank's instigation, allocated the machine the "8" series number "200" (a much higher number than had previously been used) as it was felt that this designation would be easily remembered.

The first prototype, the Fw 200 VI, later registered D-ACON and named "Brandenburg", made its initial flight in July 1937 with Kurt Tank himself at the controls. This was exactly twelve months and eleven days after the initial contract had been placed, but those eleven days were to lose Tank a bet, as he had promised delivery of the first machine within a year! Following minor re-design to the tail fin and rudder, D-ACON and the V2 (D-AERE "Saarland") embarked on a series of long distance flights. The first of these was made on 27th July 1938 when the Fw 200 V2, piloted by Kurt Tank, flew from Berlin to Cairo via Salonica. On 10th August 1938, the Fw 200 V1 piloted by Herren Henke and von Moreau, took off from Berlin to fly non-stop to New York, a distance of 4,075 miles. Exactly 24 hours and 55 minutes later, D-ACON touched down at Floyd-Bennett aerodrome, New York, having covered the distance at an average speed of 164 m.p.h., and against strong headwinds. The return journey was made in 19 hours 47 minutes; an average speed of 205 m.p.h.

Perhaps the most notable long-distance flight of the Condor was made by the Fw 200 V1 on 28th November 1938. Piloted by the same crew that flew her on the trans-Atlantic flight, D-ACON took off from Berlin-Templehof to fly to Tokyo. The route, which was to avoid crossing Russian territory, was to include three re-fuelling points at Berne, Karachi and Hanoi. The flight was made in less than 48 hours including stops for fuel, and the landing was accompanied by scenes of wild enthusiasm. The return flight was not so successful however. Two engines failed as the aircraft was approaching Manila, and owing to incorrect action taken by the pilot, the machine had to be ditched in the sea.

Following the success of these demonstration flights, Finnish and Danish Air Lines and the Brazilian *Sindicato Condor Limitada* placed orders for the aircraft. The two aircraft for Danish Air Lines (D.D.L.) were registered OY-DAM and OY-DEM and were of the Fw 200A production series. The two machines for the Condor Syndicate were of the Fw 200B series and were delivered in August 1939.

The Fw 200 V3, initially registered D.2600 and named "Immelmann III" was built as a personal transport for use by Adolf Hitler. The machine, which was later camouflaged and registered 26+00, was fitted with a special armoured seat with escape hatch and parachute pack. The Fw 200 V4 was also delivered to the R.L.M. and was modified for use by Hitler's personal staff. Five further Fw 200A machines were delivered to D.L.H., these also bearing *Versuchs* (experimental) numbers; they were D-AETA "Westfalen", D-ACUH "Grenzmark",

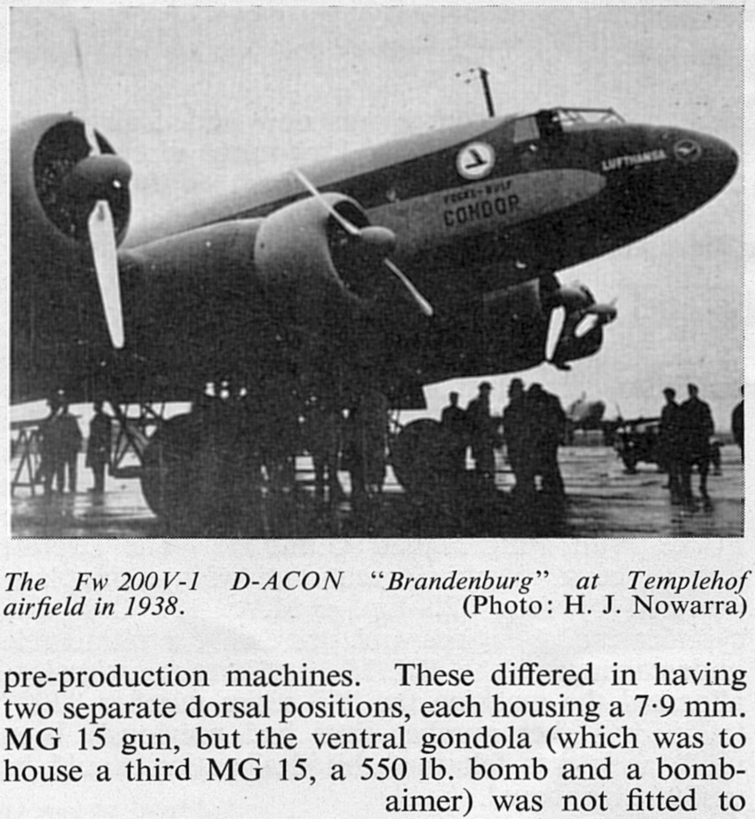


"*Saarland*", *the Fw 200V-2, registration D-AERE.* (Photo: H. J. Nowarra)

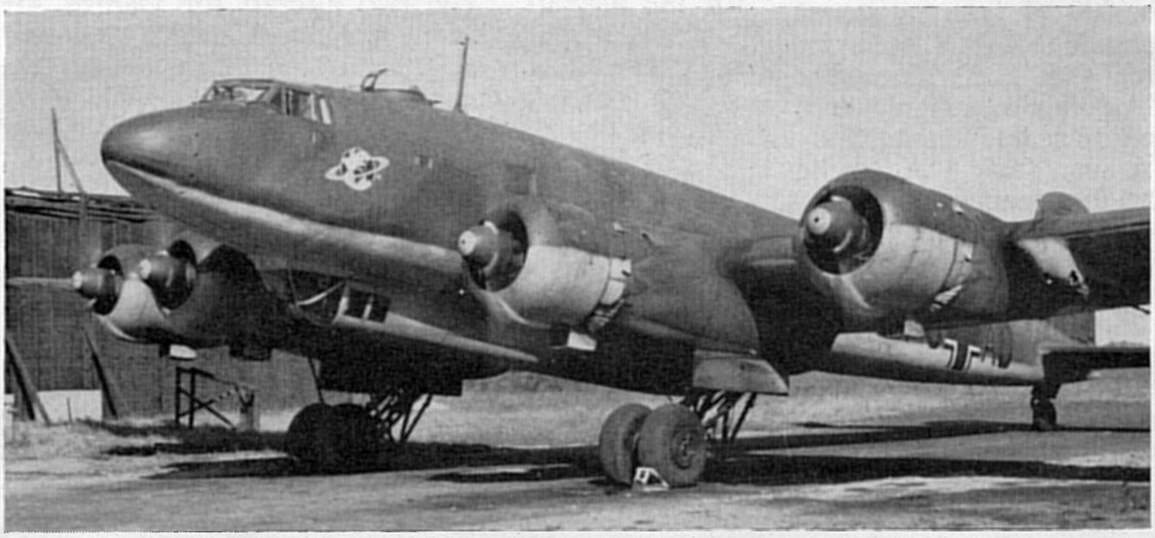
D-AMHC "Nordmark", D-AXFO "Pommern" and D-ARHW "Friesland".

The Focke Wulf Fw 200B was a more powerful production series, the first of which, the B-1, was powered by four 850 h.p. B.M.W.132 Dc radials. The Fw 200B-2 was similar but was powered by four 830 h.p. B.M.W. 132 H. radials. As previously mentioned, the Japanese were very impressed with the capabilities of the Condor following the Tokyo flight, and placed an order for five Fw 200B's. These were never in fact delivered but it was the Japanese interest in the possible use of the machine as a long-range reconnaisance-bomber that resulted in the Fw 200C production series.

Early in 1939, Kurt Tank began work on a maritime reconnaisance-bomber version of the Fw 200B to meet Japanese requirements. The Fw 200C was essentially similar to the Fw 200B-2, but carried an armament of three 7·9 mm. MG 15 machine guns, one in a dorsal turret, the other two at either end of a short ventral gondola. The machine had increased fuel tankage and two vertically-mounted cameras were installed in the fuselage floor. The only prototype for the series was the Fw 200 V10 (W.Nr.0001) which was followed shortly afterwards by ten Fw 200C-0 pre-production machines. These differed in having two separate dorsal positions, each housing a 7·9 mm. MG 15 gun, but the ventral gondola (which was to house a third MG 15, a 550 lb. bomb and a bomb-aimer) was not fitted to most C-0's owing to the urgent need for the aircraft by the *Luftwaffe*.



The Fw 200V-1 D-ACON "Brandenburg" at Templehof airfield in 1938. (Photo: H. J. Nowarra)



Fine study of an Fw 200 of KG 40 running-up for take-off. Photo: R. C. Seeley Collection)

D-AMHC
NORDMARK

The V-series Condor "Nordmark" in the livery of Deutsche Lufthansa. (Photos: H. J. Nowarra)

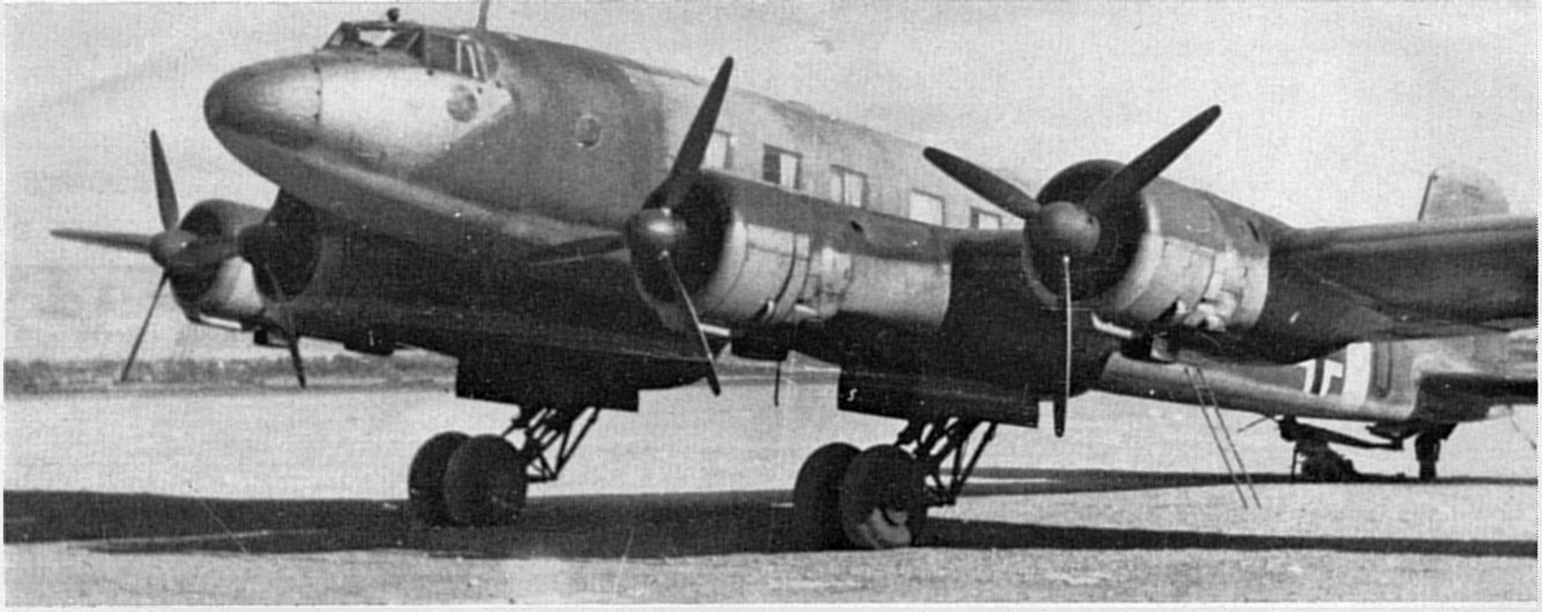
D-AMHC
NORDMARK
LUFTHANSA

THE CONDOR JOINS THE EAGLES

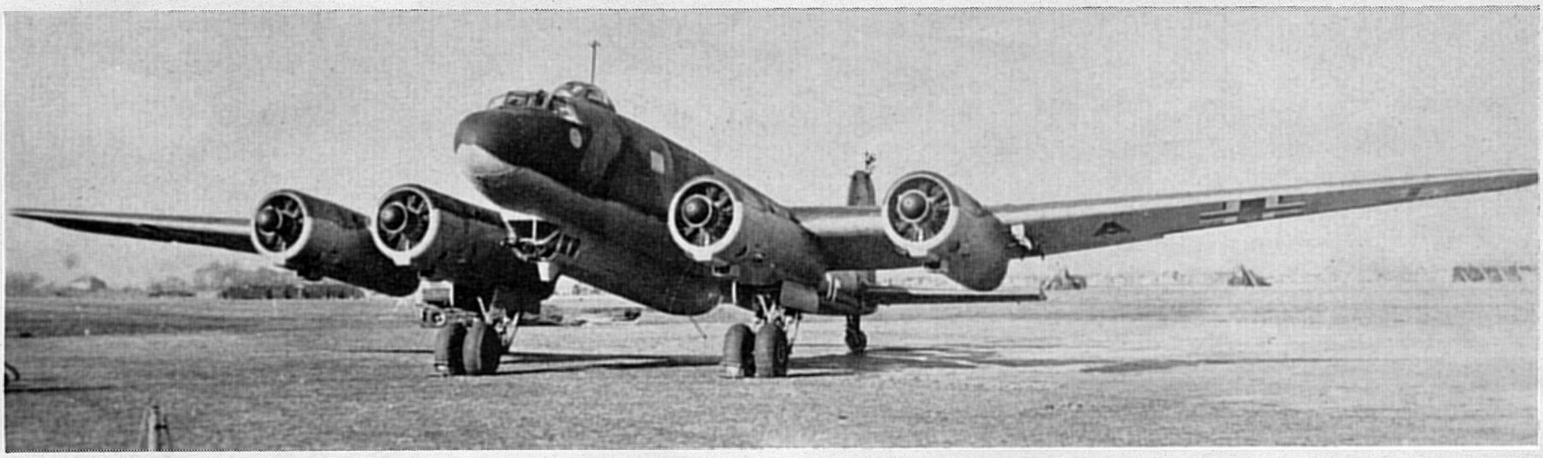
With the declaration of war in September 1939, the *Luftwaffe* realised that it was without a long-range reconnaisance aircraft. It had been calculated that Britain would not enter the war until at least 1942, and by then the *Luftwaffe* would have received the He 177 heavy bomber which was then in its development stage. Therefore, at the suggestion of Major Petersen (the navigation officer with the *Stab* of *X Fliegerkorps*) development of the Fw 200C was rapidly advanced for use with the *Luftwaffe*. In November 1939, a unit was established to take on hand six of the ten Fw 200 C-0's then being built. This unit, designated *Fernaufklarungstaffel*, was put under the command of Maj. Petersen and immediately became operational.

On the day preceding the German attack on Norway and Denmark, the *Fernaufklarungstaffel*, in company with the He 115's of *Küsten Flieger Grouppe 506*, kept a tight reconnaisance on the North Sea up to 63° N. This was to watch for any increased activity on the part of the Royal Navy which might prejudice the forthcoming invasion. On 18th April

The Danish Fw 200A "Dania", registration OY-DAM, running up before a flight. (Photo: H. J. Nowarra)



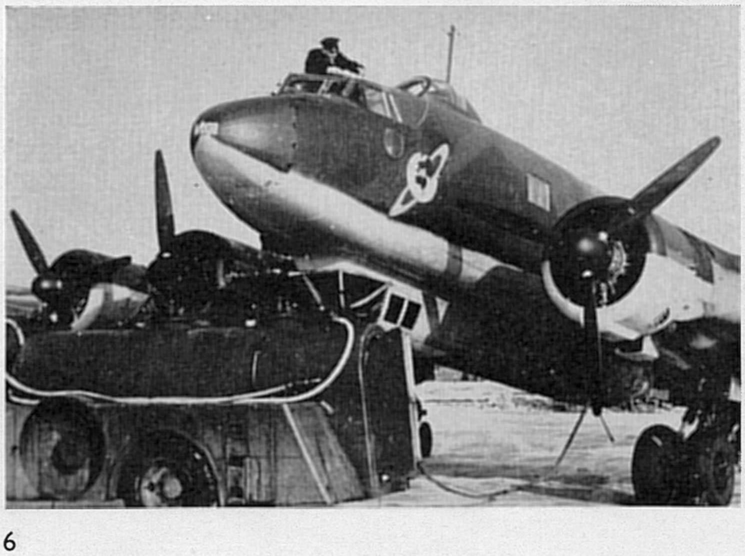
One of the Fw 200B transports hastily put into service during the Norwegian campaign in April 1940. (Photo: H. J. Nowarra)



An Fw 2000C-1, probably photographed at Cottbus. (Photo: H. J. Nowarra)

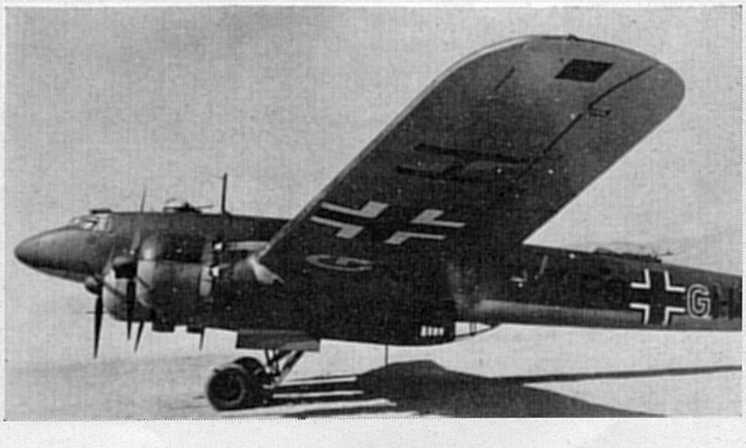
1940, the *Staffel*, now re-designated as I./KG 40, attacked British shipping in the Harstad-Namsos area and on following day was transferred to Aalborg in Denmark. On 26th April, I./KG 40 was again transferred, this time to Copenhagen, where it participated in attacks on British shipping and also supplied the beleagured German garrison at Narvik. Several Fw 200B's were also used in Norway on transport operations.

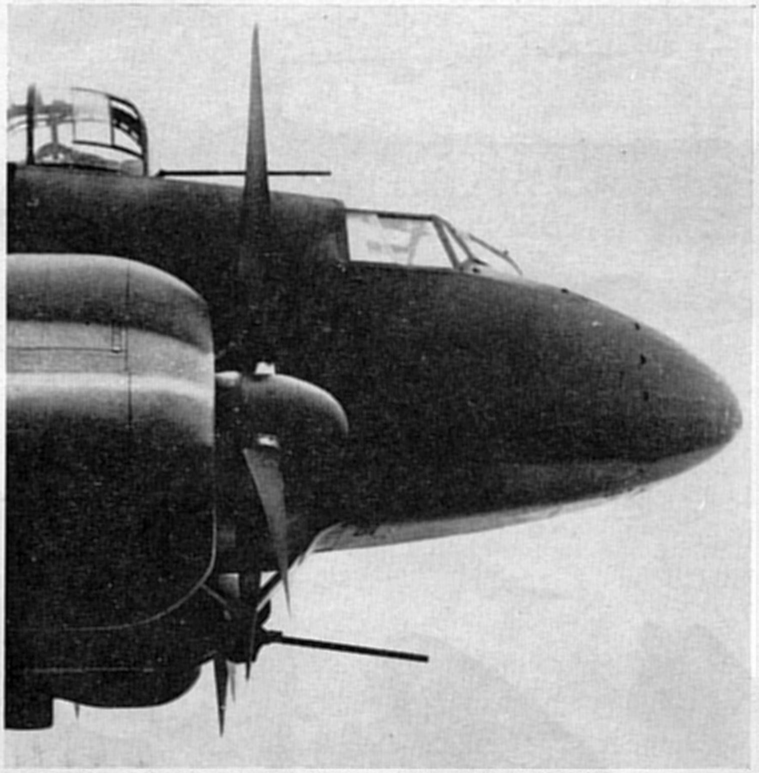
The nose of an Fw 200C-1 emblazoned with the now-famous "World-in-a-Ring" badge of Kampfgeschwader *40. Note refuelling truck in foreground, and the early-style dorsal gun position.* (Photo: H. J. Nowarra)

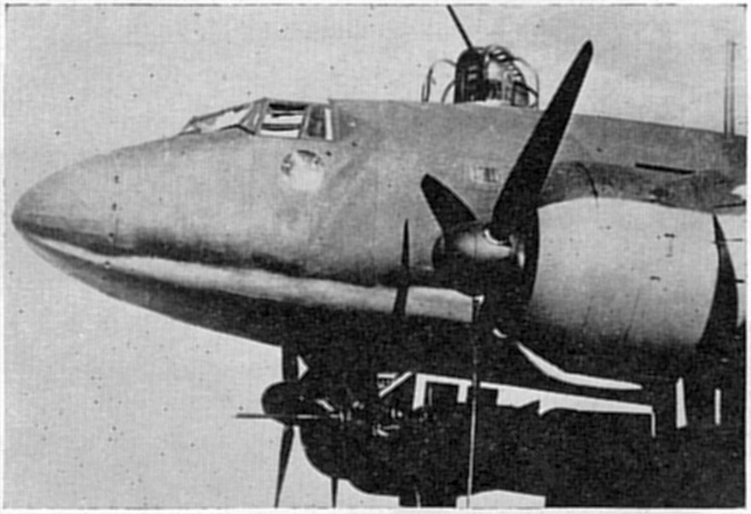


The first large-scale production variant of the Condor was the Fw 200C-1. This was a five-seat reconnaisance-bomber with an armament of one 7·9 mm. MG 15 machine gun in the forward dorsal position, an MG 15 in the rear dorsal position, a 20 mm. MG FF cannon in the nose of the ventral gondola and an MG 15 in the rear of same. Offensive armament could comprise up to five 550 lb. bombs; one carried under each outboard engine nacelle, one on each bomb rack under the outer wing panels and one inside the ventral gondola. These could be

An Fw 200 C-3 of Kampfgeschwader *40's 1st* Staffel, *coded F8+GH.* (Photo: H. J. Nowarra)







Nose close-ups of the Fw 200C-3/U1, showing the 15 mm. MG 151 cannon in the dorsal turret and the 20 mm. MG 151/20 cannon in the forward ventral position.
(Photo: H. J. Nowarra)

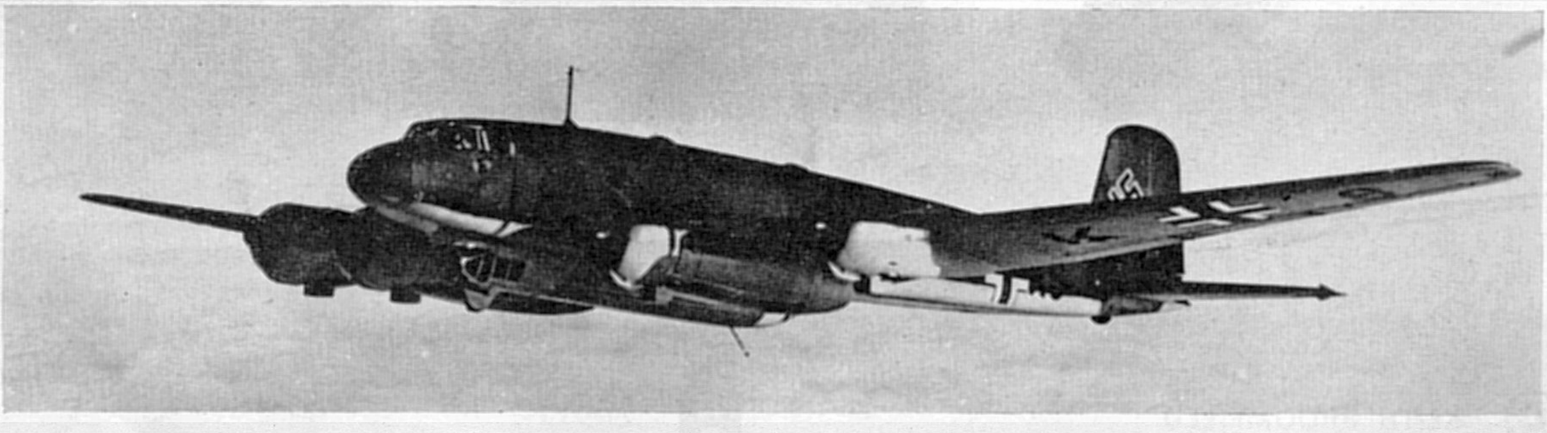
exchanged for 66 Imp.gallon auxiliary tanks to further increase range. The crew comprised a pilot, co-pilot, navigator/radio operator/gunner, engineer/gunner and rear dorsal gunner.

In late June 1940, *1 Staffel* KG 40 was withdrawn for rest and re-equipment with the Fw 200C-1 Condor. On 12th June 1940, the unit, which had been increased to *Gruppe* strength, became operational under *Luftflotte 2* to support the forthcoming assault on the British Isles. I./KG 40 was placed under the direct control of *Marine Gruppe West* at Lorient, its main task being to support the activities of German U-boats. When on operations, the unit flew from Bordeaux-Merignac, over the Bay of Biscay, then in a wide arc to the west of Ireland landing at Stavanger-Sola or Trondheim-Vaernes in Norway. Later in the month, a Ju 88-equipped *Geschwader Stab* was established, and during the last four days of August 1940 I./KG 40 departed from its normal activities in order to take part in the night bombing of the Liverpool-Birkenhead area. Also taking part in this attack, which caused widespread damage, were the Do 17's of KGr 606, the Ju 88's of KG 51, LG 1 and KGr. 806 and the He 111's of KG 27, KG 55 and KGr 100. During August and September 1940, I./KG 40 sank 90,000 tons of Allied shipping and on 26th October, Oblt. Bernhard Jope sank the 42,000 ton liner *Empress of Britain* off the north-west coast of Ireland.

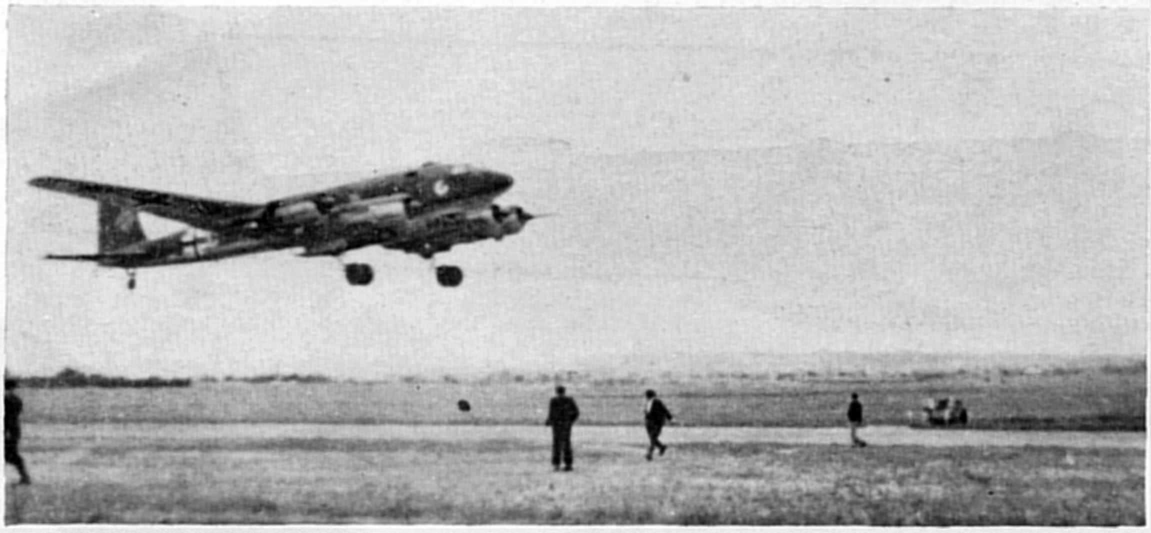
Because of slow deliveries of the Focke Wulf 200 during the winter of 1940/41, I./KG 40 took on hand a number of He 111's to supplement its Condors. The Condor never appeared in great numbers, production being so slow that as each machine came off the production line, a crew from KG 40 was sent especially to collect it. In January 1941, fifteen ships totalling 63,000 tons were sunk by I./KG 40 and the following month saw this total increased to twenty-two ships totalling 84,500 tons. During the period from 1st August 1940 to 9th February 1941, no less than 85 ships totalling 363,000 tons were sunk. One notable individual achievement during this period was on 16th January 1941, when Hptm. Verlohr, *Staffelkapitän* of I./KG 40 sank two ships totalling 10,857 tons.

Late in January 1941, a He 111-equipped III./KG 40 was established, although the unit was intended to be equipped with the Condor as soon as the machine became available in quantity. In early February, Hptm. Fritz Fliegel, *Staffelkapitän* of 2./KG 40 led an attack on Iceland, and in March 1941 a command to co-ordinate all *Luftwaffe* anti-shipping operations was set up at Lorient. This command was designated

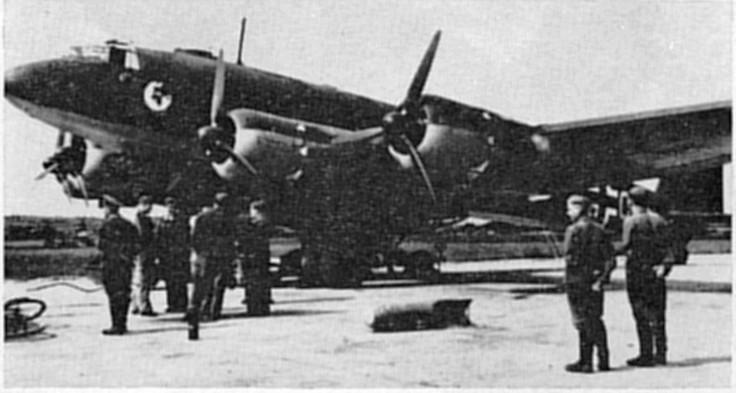
(*continued on page 10*)

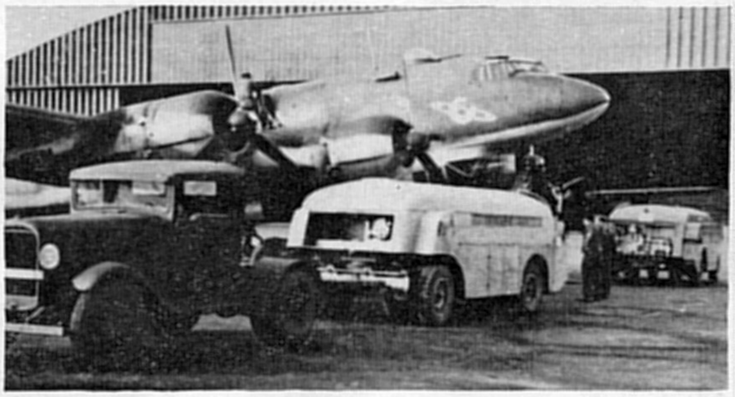


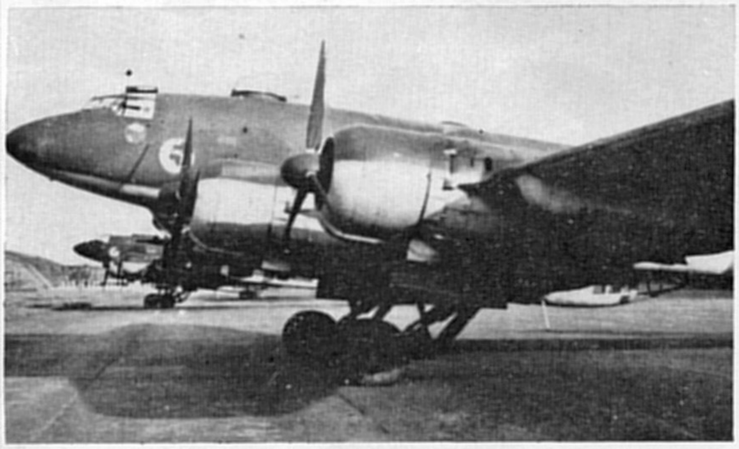
Interesting as one of the relatively few flying views of Condors still surviving, this photo was retouched by German security services to blank out the dorsal gun position and underwing bomb racks.
(Photo: H. J. Nowarra)

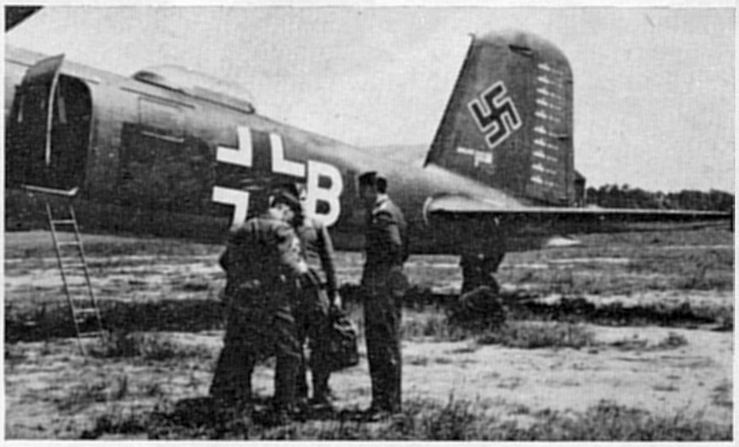


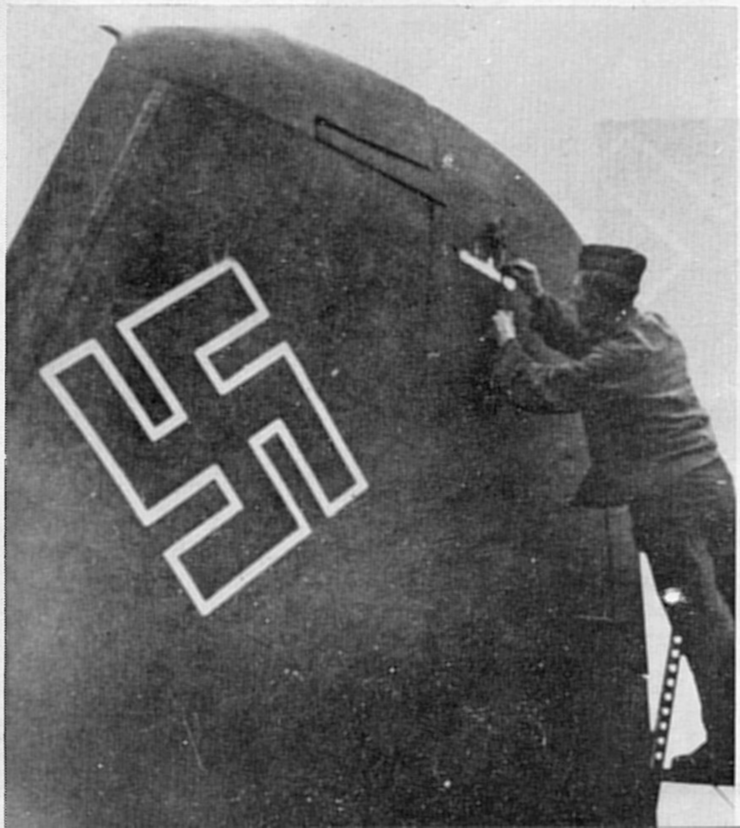
Various views of the Fw 200C-3 in service with KG 40 at Bordeaux-Merignac. Note that in two photographs the emblem appears without a "ring" round the "world"; and also that the left-hand view of the first ship tally being applied to a Condor's rudder, the swastika appears as a white outline painted over the camouflage green finish.
(All photos by courtesy Hans Obert)

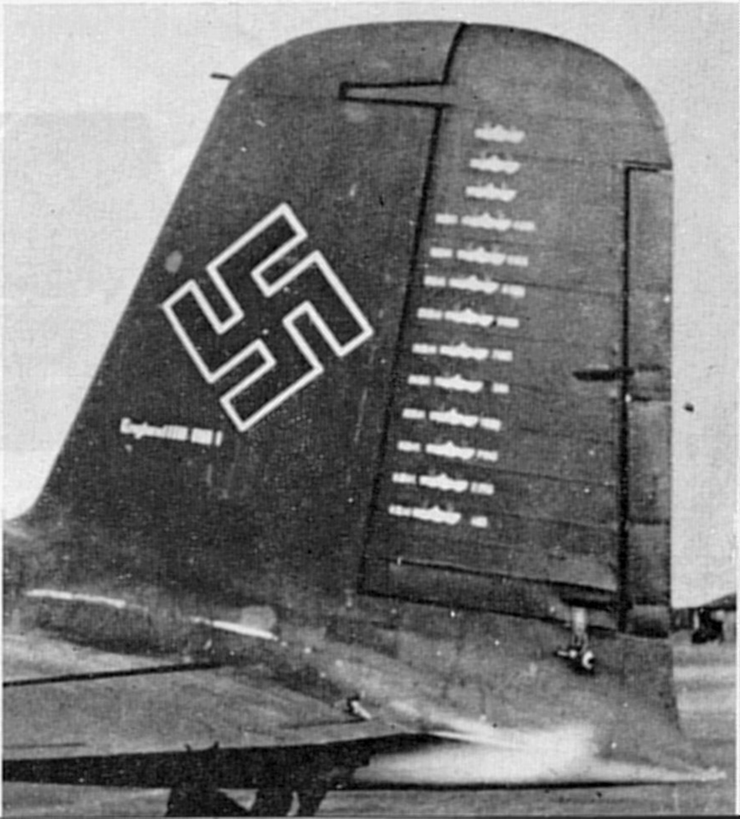












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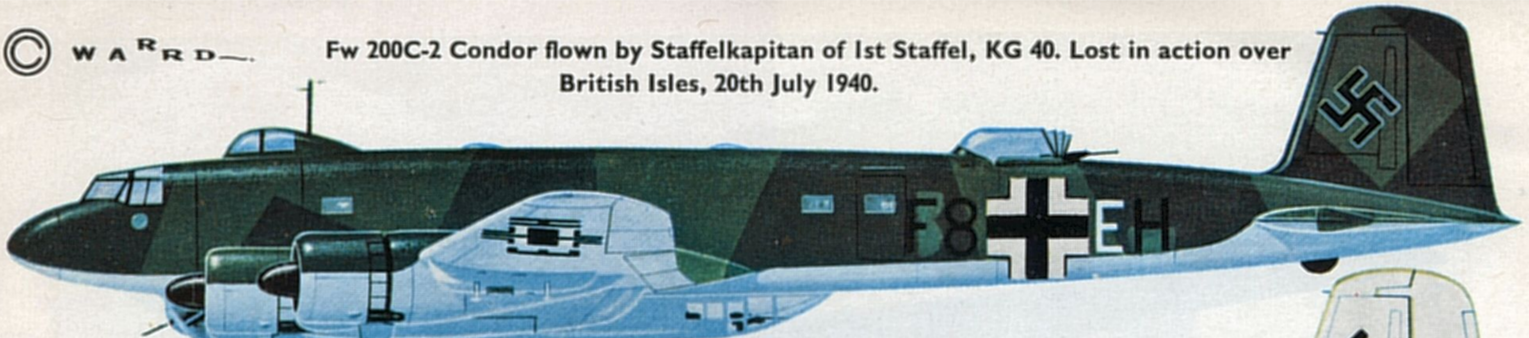
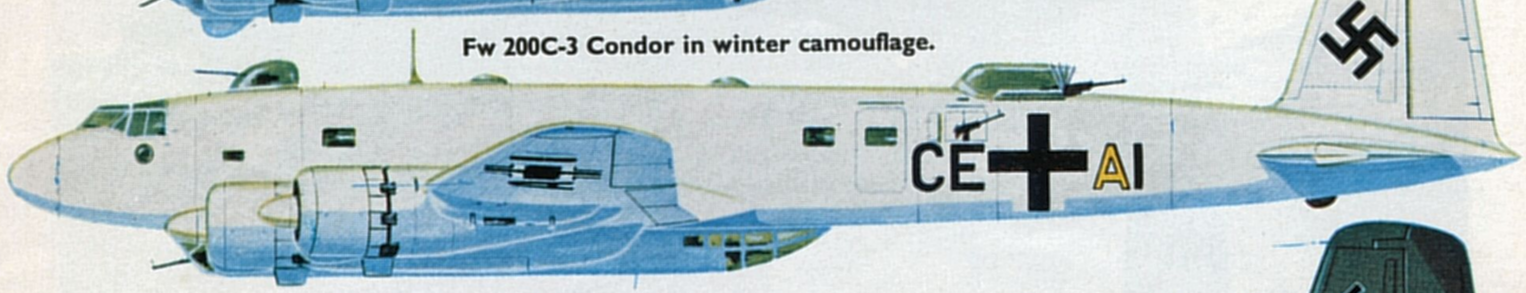
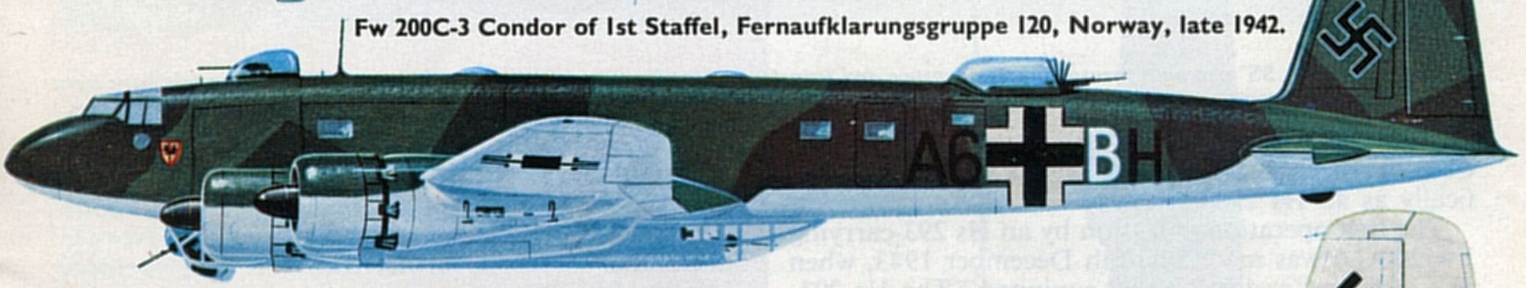
Fw 200C-2 Condor flown by Staffelkapitan of Ist Staffel, KG 40. Lost in action over British Isles, 20th July 1940.



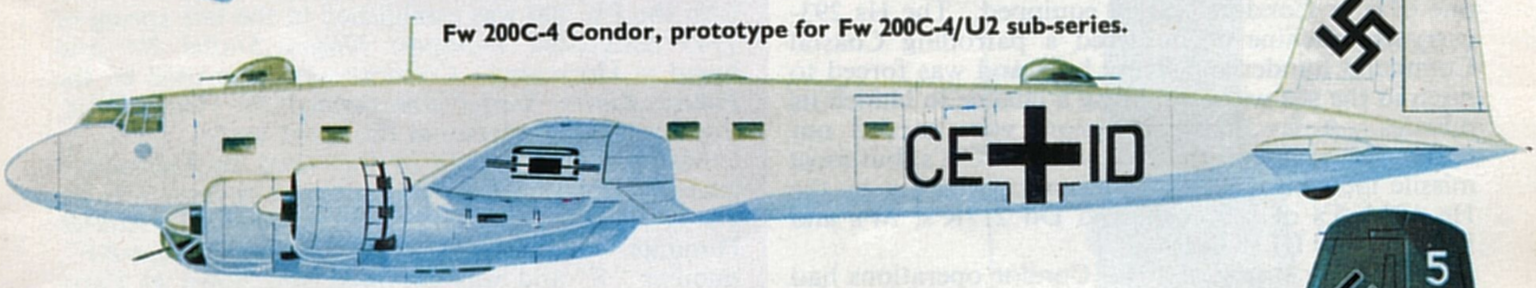
Fw 200C-3 Condor in winter camouflage.



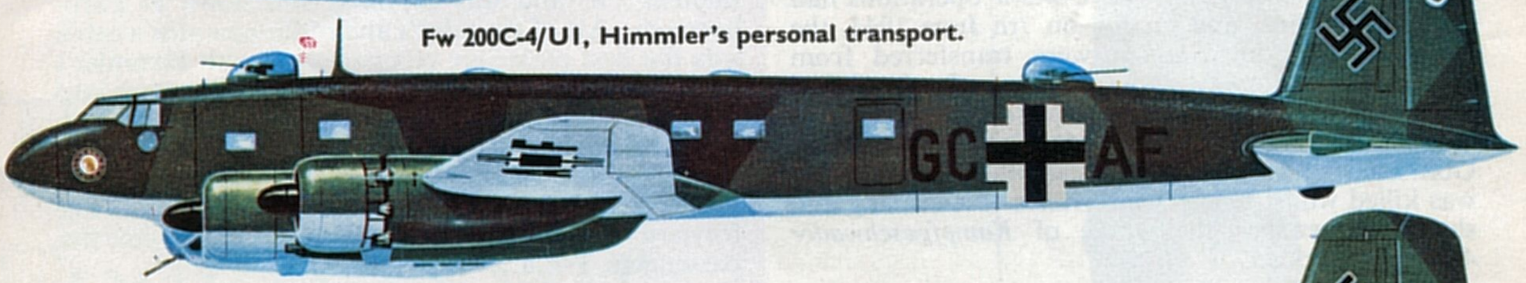
Fw 200C-3 Condor of Ist Staffel, Fernaufklarungsgruppe 120, Norway, late 1942.



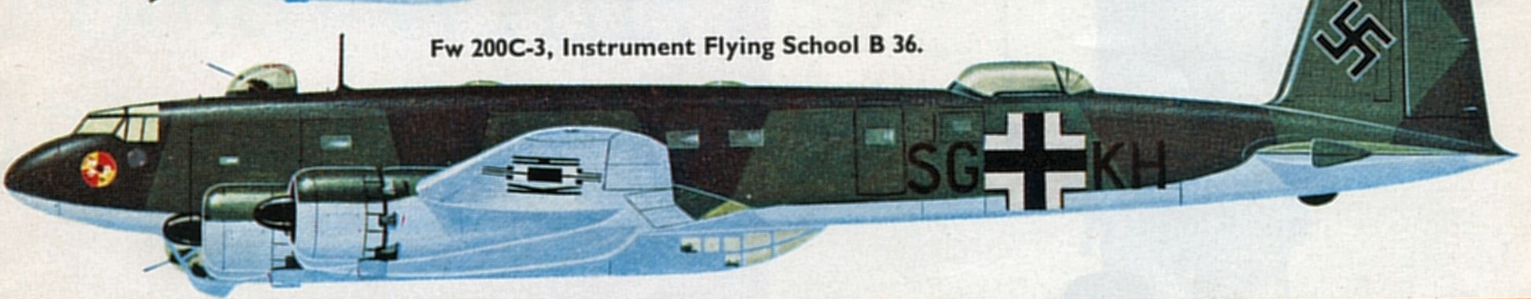
Fw 200C-4 Condor, prototype for Fw 200C-4/U2 sub-series.

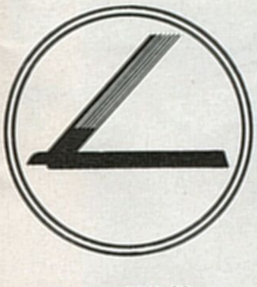


Fw 200C-4/U1, Himmler's personal transport.

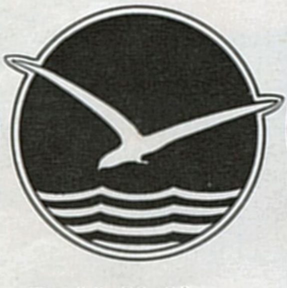


Fw 200C-3, Instrument Flying School B 36.

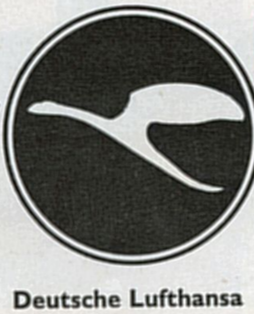




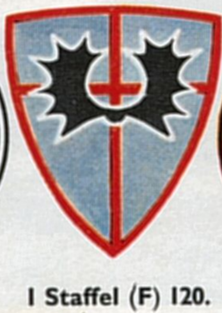
Focke-Wulf trade mark.



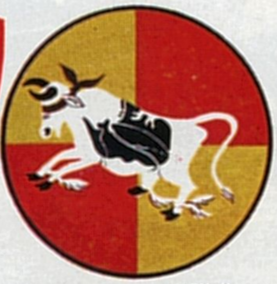
Danish Air Lines.



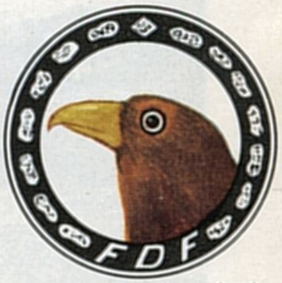
Deutsche Lufthansa



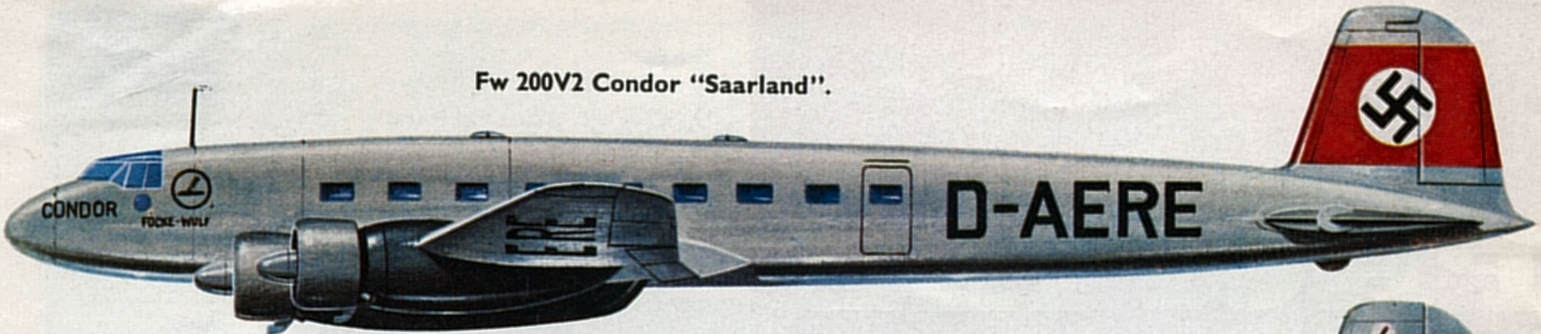
I Staffel (F) 120.



Instrumental Flying School B 36.



Insignia of Himmler's personal aircraft.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FOCKE-WULF
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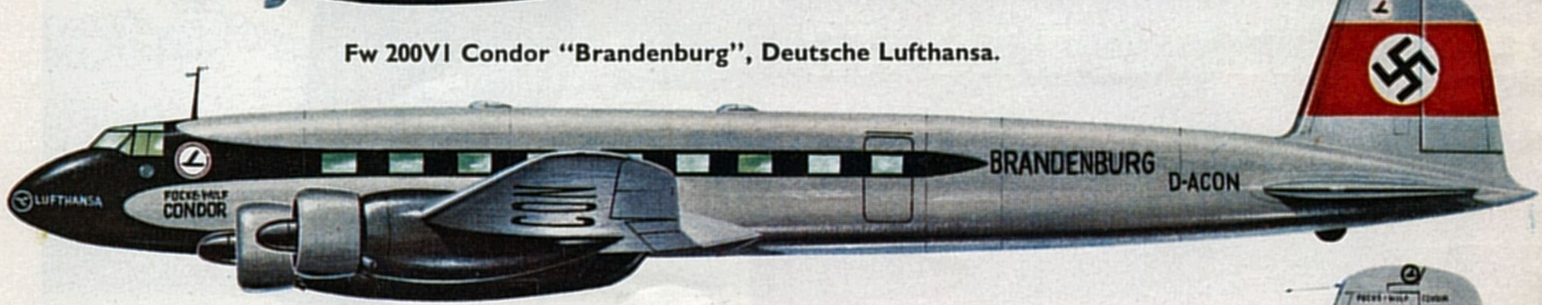
Fw 200V2 Condor "Saarland".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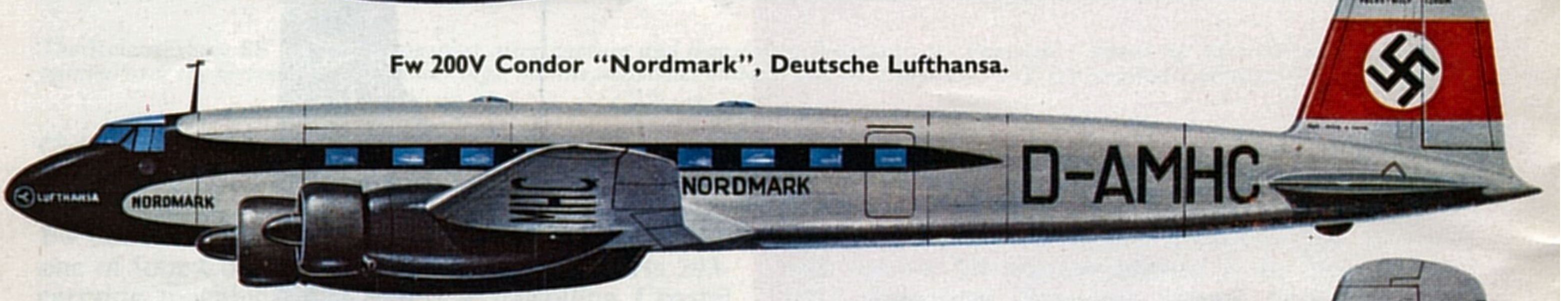
Fw 200V1 Condor "Brandenburg", Deutsche Lufthansa.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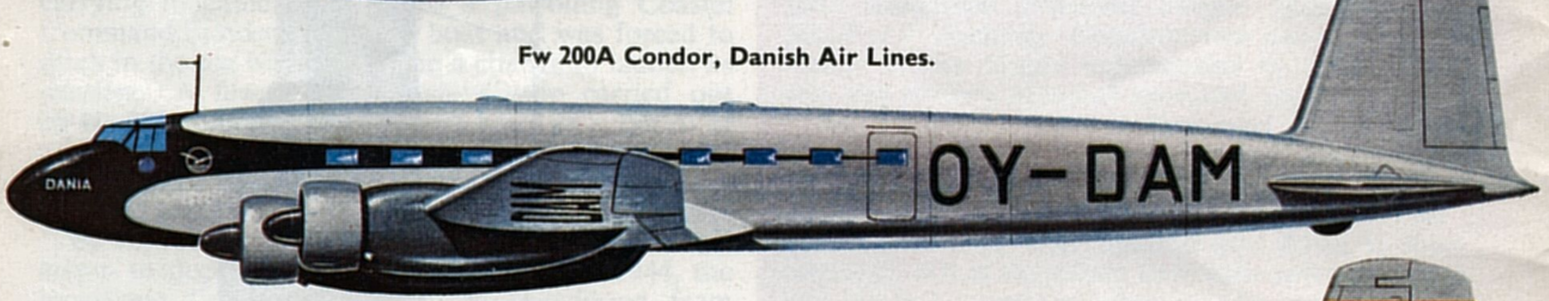
MHC
FOCKE-WULF CONDOR

Fw 200V Condor "Nordmark", Deutsche Lufthansa.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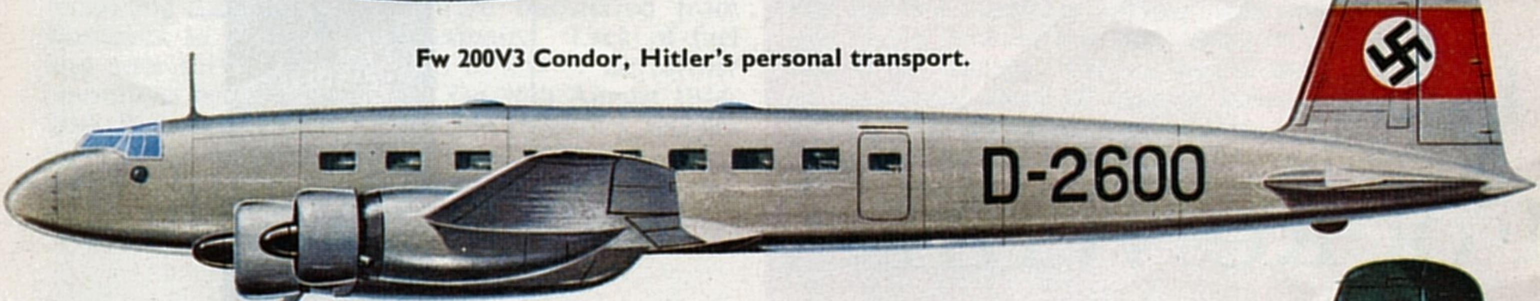
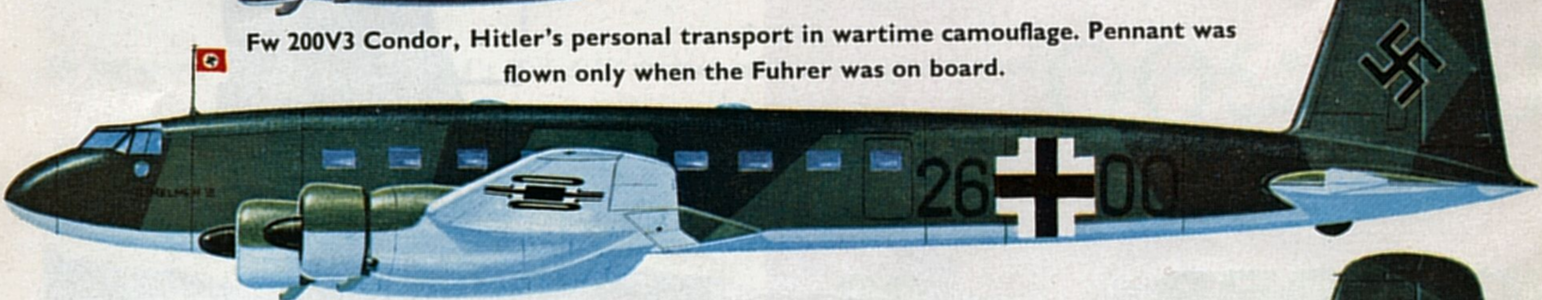
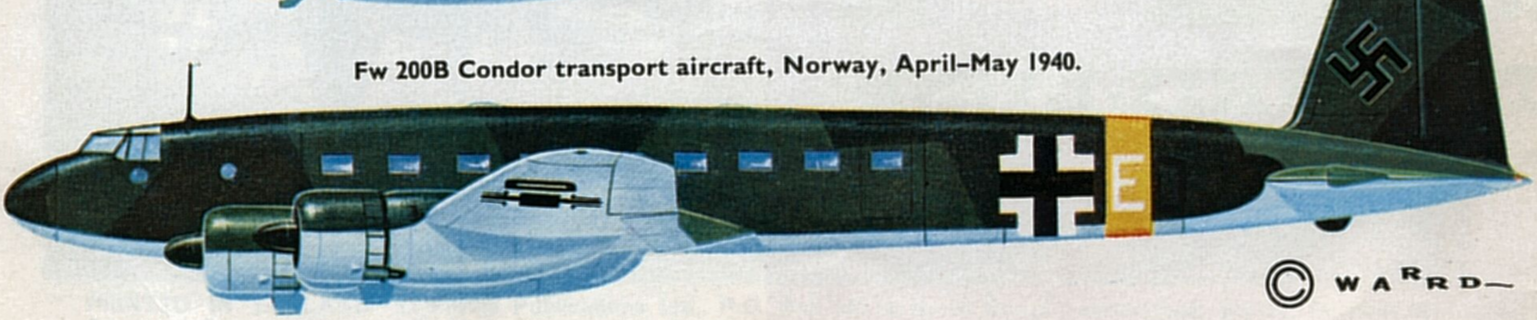
Fw 200A Condor, Danish Air Lines.



Fw 200V3 Condor, Hitler's personal transport.



Fw 200V3 Condor, Hitler's personal transport in wartime camouflage. Pennant was flown only when the Fuhrer was on board.



Fw 200B Condor transport aircraft, Norway, April–May 1940.

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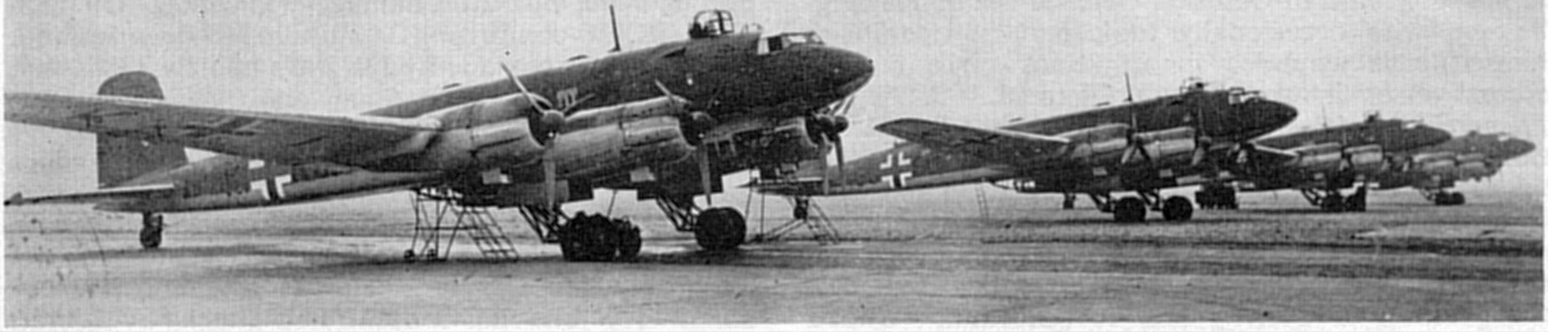


A line-up of Fw 200C-3/U1 Condors. (Photo: H. J. Nowarra)

Fliegerführer Atlantik and was put under the command of Obstlt. Martin Harlinghausen, ex-chief of staff of *X Fliegerkorps*. By July 1941, *Fliegerführer Atlantik's* forces comprised 29 Fw 200's of I./KG 40, 31 He 111's of III./KG 40, 45 Ju 88's of KGr 106 and 506, 18 He 115's of Kü.Fl.Gr 906, 20 Do 217's of II./KG 40 and 12 Bf 110's and Ju 88's of 3.(F)/123.

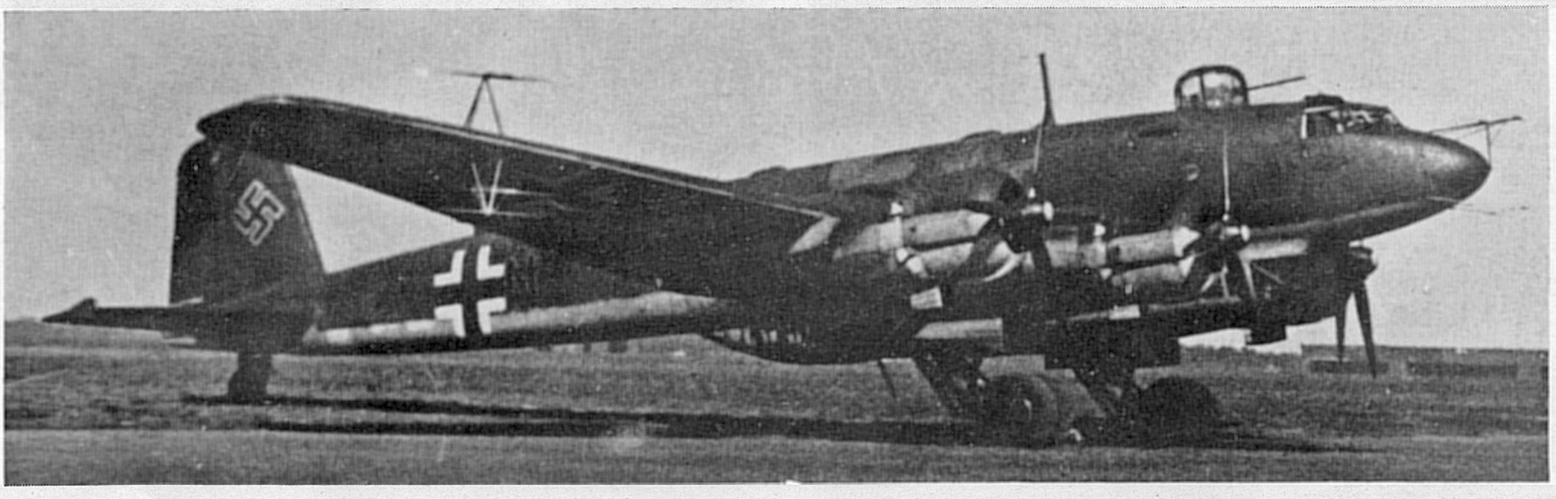
About this time, offensive operations by the Condor had to be curtailed for several reasons. Allied merchant ships were increasingly being equipped with anti-aircraft guns, and in the summer of 1941, the catapult merchant ships of the Royal Navy were introduced. This was a scheme whereby a Hurricane fighter was catapulted from the deck of merchant ship when an enemy aircraft was sighted. The one drawback was that a machine had to be ditched in the sea and the pilot picked up by escort vessels. The first success by a C.A.M. ship was on 3rd August 1941, when Lt. Everett of No. 804 Squadron from *H.M.S. Maplin* shot down a Fw 200 from I./KG 40. Losses of the Condor began to increase alarmingly, and by the autumn of 1941, the machine was restricted to shadowing Allied convoys, radioing U-boats to make the interception and attack.

NEW SUB-TYPES

In 1941, the Fw 200C-2 followed the C-1 on the production line. This differed from the earlier model in having faired bomb racks, new outboard engine nacelles and several internal modifications. The Condor had of course been designed as a commercial airliner, and was not intended for continuous operational flying sometimes accompanied by violent manoeuvres. Servicability of I./KG 40 was rarely more than 6 to 8 aircraft out of an operational strength of 25 to 30. The most frequent causes of unservicability were failure of the rear spar and breaking of the fuselage just aft of the wing trailing edge. The Fw 200C-3, which was introduced during the summer of 1941, was specially strengthened as an attempt to cure the structural failures, but although reduced, these still occurred.

The Fw 200C-3 was powered by four 1,200 h.p. Bramo 323 R-2 nine cylinder air-cooled radial engines, these being introduced to compensate for the increased structural weight. Bomb load was increased to 4,620 lbs. comprising two 1,100 lb., two 550 lb. and twelve 110 lb. bombs. The forward dorsal gunner's position was abandoned in favour of a Fw 19 low drag turret containing a 7·9 mm. MG 15 machine gun. Two further MG 15's were carried on either side of the fuselage in beam positions. The Fw 200C-3/U1 was similar but employed a large hydraulically-operated forward dorsal turret with a 15 mm. MG 151 cannon, and the 20 mm. MG FF cannon in the nose of the ventral gondola was replaced by a MG 151/20 of similar calibre. The Fw 200C-3/U2 was very similar to the C-3 except that the MG FF cannon was deleted in favour of an MG 15 and a Lotfe 7D bomb sight. The Fw 200C-3/U3 employed an electrically-operated EDL 131 turret with 13 mm. MG 131 machine gun in place of the Fw 19 position. The C-3/U4 again reverted to the Fw 19 turret, but could carry two more gunners each operating a 13 mm. MG 131 gun in the beam positions.

An Fw 200C-4 of KG 40, with Rostock *radar array.* (Photo: H. J. Nowarra)



ANTI-CONVOY OPERATIONS

By autumn 1941, Condor operations had reduced in intensity, and in October, General-Major Harlinghausen, who occasionally took part in operations himself, was wounded in an attack on a convoy escort vessel in the Bristol Channel. A deputy *Fliegerführer Atlantik* was appointed, but it was not until early 1942 that another officer was allowed to take his place. In December 1941, III./KG 40 began to take on hand a few Condors, but it was not until sometime later that the unit was fully equipped with the aircraft. On 16th December a Condor broadcast the position of Convoy HG 76 (Gibraltar—United Kingdom) to its base and to every U-boat within a 500 mile radius. Six U-boats attacked. Several Fw 200's were lost during the action to Wildcats from *H.M.S. Audacity*, which was one of the first escort carriers to be used operationally.

Meanwhile, in August 1941, two further *Gruppen* were formed inside KG 40. II./KG 40 was established at Soesterburg and equipped with the new Do 217E-1 bomber, and IV.(Erg.)/KG 40 was established at Bordeaux as a training and replacement unit for the remainder of the *Geschwader*. Early in April 1942, I *Gruppe* of KG 40 was transferred to Trondheim-Vaernes in Norway, being placed under the control of *Luftflotte 5*. Its area of operations was to include the Faroes and beyond, the Irish Sea and the North Atlantic. 2./KG 40 was withdrawn to Rechlin in late May 1942, and at the same time, Obst. Pasewaldt took over from Petersen as *Geschwader Kommodore* 1 and 3 *Staffeln* and III *Gruppe* now alternated between Trondheim and Bordeaux.

In March and April 1942, three Allied convoys, PQ 13, 14 and 15 sailed through Arctic waters to Archangel and Murmansk in Northern Russia. Following reconnaisance reports by Fw 200's from I./KG 40 they were attacked by aircraft from KG 26 and KG 30, but little damage was done. On 25th May, PQ 16 comprising 34 ships sailed from Iceland. Sighting reports made by Fw 200's and Bv 138's were relayed to *Luftflotte 5* headquarters at Banak, and aircraft from KG 26, KG 30, Kü.Fl.Gr 406, 706 and 906 and St.G 5 attacked the convoy, sinking seven ships and severely damaging many more. The next convoy, PQ 17 with 34 ships, set out from Hvalfjord in Iceland on 27th June 1942. It was sighted on 1st July by a Fw 200 of 3./KG 40 and continuously shadowed. The first concentrated attacks by aircraft from KG 26 and KG 30 were made on 4th July, and following these, the convoy scattered. From then on the *Luftwaffe* attempted to seek out each ship and destroy it separately, and in the event, only eleven vessels reached port.

The last important convoy action involved PQ 18 which sailed early in October 1942. This convoy differed from the earlier ones on being escorted by an aircraft carrier, and this posed some difficult problems for the *Luftwaffe*. Heavy attacks were made on the convoy between 13th and 19th October, but Fleet Air Arm fighters took a heavy toll of the *Luftwaffe* bombers, and only thirteen of the forty ships were lost. Shortly afterwards KG 40 began to split up. 9 *Staffel* transferred to Lecce in southern Italy for transport duties, I *Gruppe* experimented with the He 177 bomber but soon re-exchanged them for the Condor, and a new *Gruppe*, V/KG 40 was formed for long-range fighter operations.

Early in 1942, the Fw 200C-4 Condor superceeded the Fw 200C-3 on the production line at Cottbus. The C-4 differed mainly from the previous model in having special radar equipment, FuG *Rostock* being

Two senior officers of Kampfgeschwader *40; left, Major Petersen, and right, Major Daser, commander of I Gruppe in 1941.*
(Photos: Hans Obert)

fitted in initial production models, later machines standardising on FuG *Hohentwiel* radar. A 20 mm. MG 151/20 cannon or 13 mm. MG 131 machine gun could be installed in the nose of ventral gondola dependant on whether or not the Lotfe 7D bomb sight was fitted, and the 15 mm. MG 151 equipped forward dorsal turret of the Fw 200C-3/U1 was fitted as standard. The increased drag of the radar aerial array and turret reduced maximum speed by 20 m.p.h. at rated altitude.

The Fw 200C-4/U1 was a high speed transport version of the C-4 with a Fw 19 turret in the forward dorsal position and a Fw 20 in the after dorsal position, both containing a 7·9 mm. MG 15 machine gun. The Fw 200C-4/U1, the prototype of which carried the Werke Nr. 137, could accommodate eleven passengers. The Fw 200C-4/U2, the prototype of which carried the Werke Nr. 138, was similar to the U1, but with fourteen seats. The Fw 200C-4/U3 was a reconnaisance-bomber with a Fw 19 turret in the forward dorsal position in place of the 15 mm. MG 151 turret of the standard C-4.

THE BATTLEFIELD GROWS WIDER

Towards the end of 1942, several other units were experimentally equipped with the Condor. The first such unit was 1,(F)/120 based in Norway which took on hand a few Fw 200's to supplement its Ju 88's in September 1942. In December, II./KG 100, based at Kalamaki and operating under *X Fliegerkorps* also experimented with a few Fw 200's in addition to its He 111's., Ju 88's and Do 217's. Finally, 1,(F)/122 based at Elmas in Sardinia took on charge a few Condors to supplement its Ju 88's in January 1943.

On 1st January 1943, 7 and 8./KG 40, on the initiative of the III *Gruppe Kommandeur*, bombed Casablanca. The Condors each dropped four 550 lb. bombs, but the main value of the attack was the confusion that it caused, this being heightened by the fact that the Casablanca conference was about to take place a fortnight later. Some damage was sustained by four of the aircraft owing to anti-aircraft fire and these had to force-land in Spain. Two landed safely, one was written-off, and the other machine "F8+JR" (W.Nr.0166) was to be repaired for use by Iberia, the Spanish Air Lines. On landing back at Bordeaux-Merignac, the *Gruppen Kommanduer* of III./KG 40 was severely reprimanded for his unofficial action.

On the morning of 9th January 1943, 1 and 3 *Staffeln* of KG 40 with eighteen Fw 200's under Oblt. Franz Schulte-Vogelheim arrived at Pitomnik near Stalingrad in Russia. The unit, which had flown from Bordeaux-Merignac, was put under the command of Maj. Hans-Jürgen Williers, based at Stalino, and re-designated *Kampf Gruppe zur besonderen Verwendung 200*. The unit thus became a special

SPECIFICATION

Focke Wulf Fw 200C-3/U4 Condor

Dimensions: Span 107 ft. 9½ ins. Length 76 ft. 11½ ins. Height 20 ft. 8 ins. Wing area 1,290 sq. ft.

Power plants: Four B.M.W. built Bramo 323 R-2 nine cylinder air-cooled radials each rated at 1,200 h.p. at 2,600 r.p.m. for take-off.

Armament: (Defensive) One 7·9 mm. MG 15 machine gun with 1,000 r.p.g. in a Fw 19 turret in the forward dorsal position; one 13 mm. MG 131 machine gun with 500 r.p.g. in the rear dorsal position; one 13 mm. MG 131 with 300 r.p.g. in each of two beam positions; one 20 mm. MG 151/20 with 500 r.p.g. in the forward ventral position and one MG 15 with 1,000 r.p.g. in the rear ventral position. (Offensive) One 1,100 lb. bomb under each outboard engine nacelle, one 550 lb. bomb under each of two underwing bomb racks and twelve 110 lb. bombs inside the ventral gondola, making a total of 4,620 lbs.

Weights: Empty 38,000 lbs. Loaded 50,045 lbs.

Performance: Maximum speed 224 m.p.h. at 15,570 ft., 190 m.p.h. at sea level. Maximum continuous cruising speed 208 m.p.h. at 13,120 ft., 172 m.p.h. at sea level. Economical cruising speed 158 m.p.h. Normal range 2,210 miles. Endurance at 158 m.p.h. was 14 hours. Service ceiling 19,000 ft.

STRUCTURE

Fuselage: All metal semi-monocoque structure with longitudinal stringers and all metal stressed-skin covering with flush riveting.

Wings: Low wing cantilever monoplane. All metal two spar structure built in three sections covered with flush-riveted stressed skin to the rear spar, the remainder fabric covered. Two piece ailerons took up two-thirds of the outer wing section trailing edges, and split flaps were mounted inboard of the ailerons.

Tail unit: All metal cantilever tailplane with full span elevators covered in flush-riveted stressed-skin. A small auxiliary fin was positioned at the tip of each tailplane. The tail fin was integral with the fuselage and the rudder was hinged to it at two points.

Undercarriage: Twin wheel legs retracting forwards and upwards into the engine nacelles. These were designed to extend by wind pressure should the hydraulic mechanism fail. Semi-retractable tailwheel.

Hauptmann Bernhard Jope, who as an Oberleutnant serving with 2/KG 40 sank the 42,000 ton liner Empress of Britain *off Ireland on 26th October 1940.* (Photo: Hans Obert) transport formation attempting to supply the surrounded *VI Armee* at Stalingrad. Initially the Condors landed near Stalingrad itself, but when the airfield was overrun by Russian troops, the aircraft were forced to drop supplies by parachute, four containers being mounted underwing. On 18th January 1943, KGrzbV 200 was transferred to Zaparozhe where they continued their supply-dropping activities, carrying out 41 missions over Stalingrad and 35 over the Crimea, being withdrawn to Berlin-Staaken a month later.

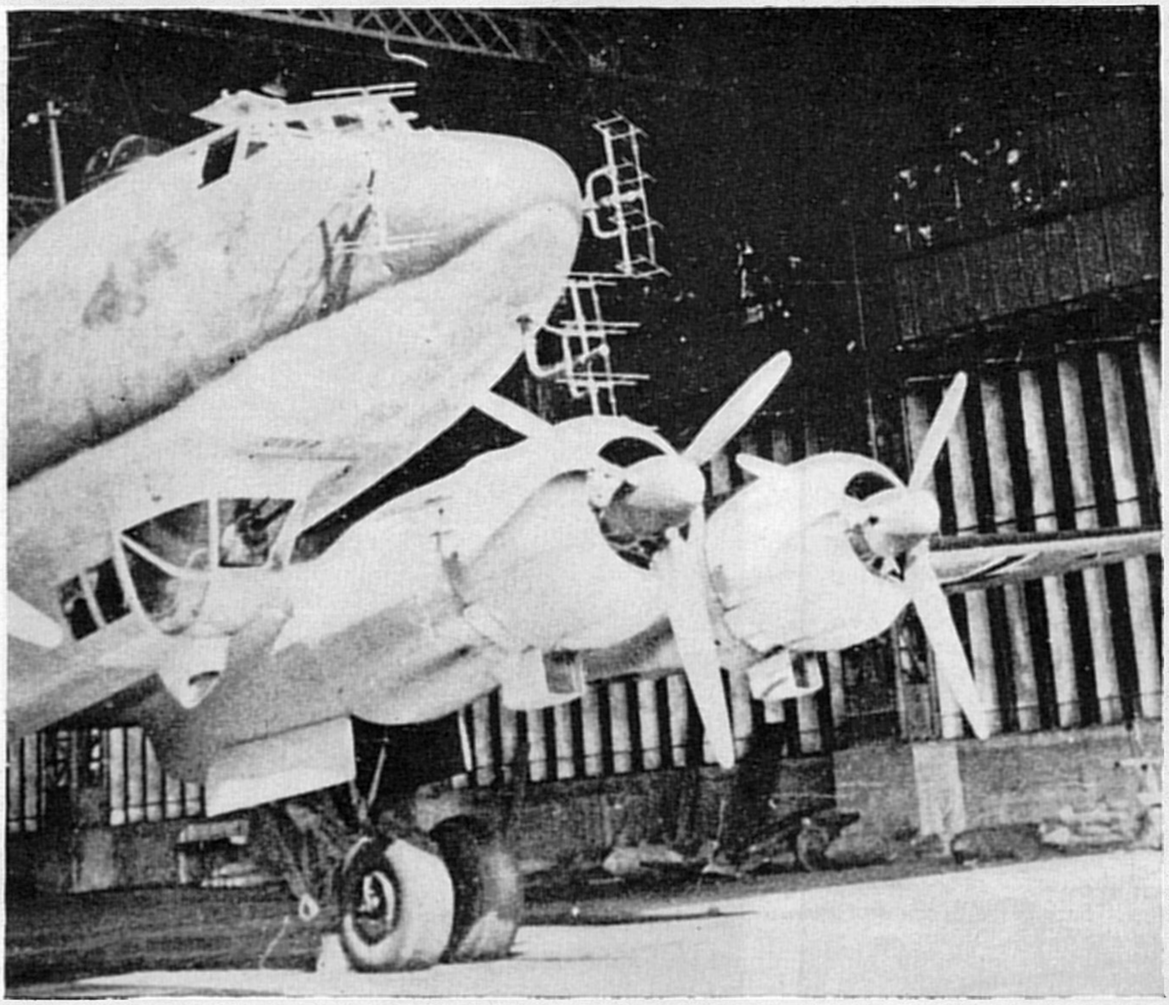
The remnants of KGrzbV 200 were then amalgamated to form one *Staffel*, designated 8./KG 40. This unit was then transferred from Berlin-Staaken to Bordeaux-Merignac for operations under *Luftflotte 3*. At this time (March 1943) the *Geschwader Stab*, 2 *Staffel* and III./KG 40 were equipped with the Fw 200C-4; 1 and 3 *Staffeln* were operating the He 177 A, II *Gruppe* the Do 217 and V *Gruppe*, the Ju 88C-6. 2 *Staffel*, based at Trondheim-Vaernes and III *Gruppe* now concentrated solely on shipping attack, their aircraft acting on sighting reports made by the long-range reconnaisance aircraft of FAGr 5. *Fern Aufklarungs Gruppe 5*, which was based at Mont de Marsan, was equipped with the Ju 290A-5 four-engined reconnaisance aircraft, adapted, like the Condor, from a civil airliner, the Ju 90.

Reports were received from Algeciras in Spain when Allied convoys left Gibralter and aircraft from FAGr 5 would be sent out to plot their exact position. A minimum of four Condors or He 177's from KG 40 would then be sent out to attack the convoy, the aircraft making full use of their *Hohentwiel* radar. The Condor was forbidden to attack at altitudes of less than 9,000 ft. because of the potential danger from the anti-aircraft armament of the Allied vessels.

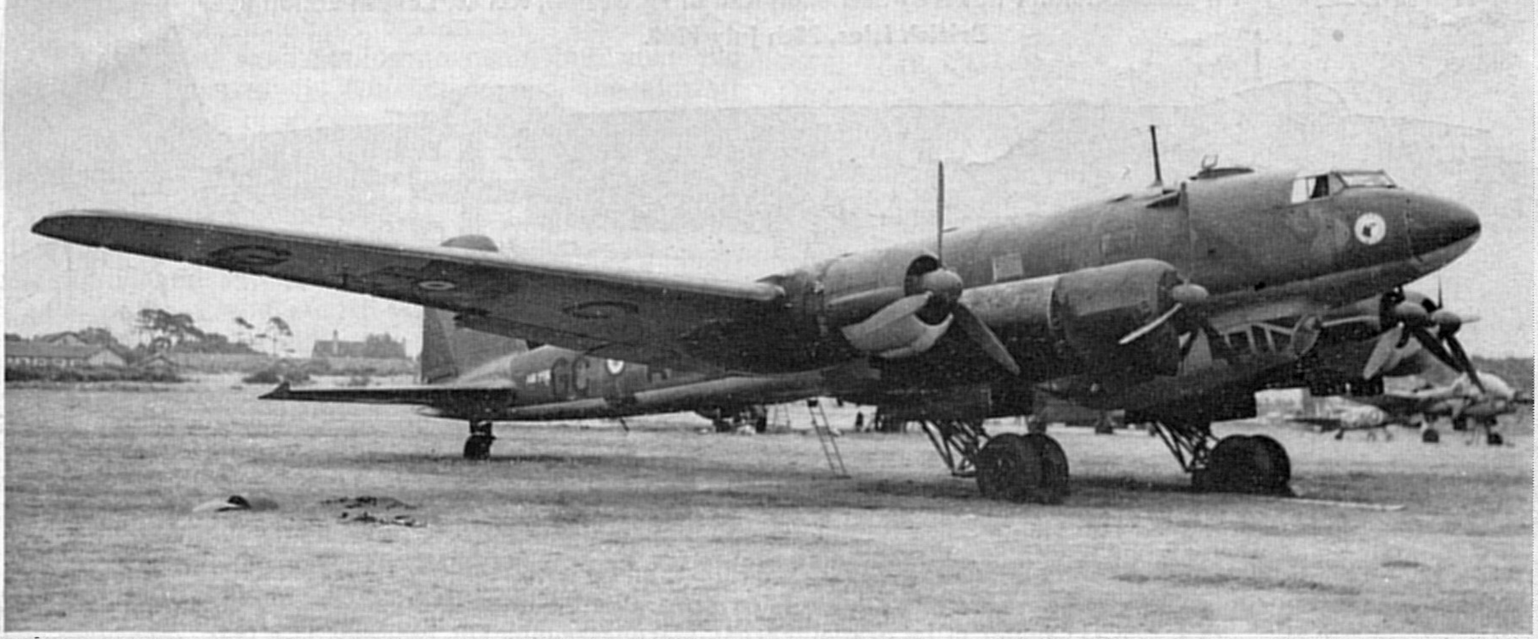
General nose lay-out of the C-3/U1 variant; note that armament has been removed. (Photo: H. J. Nowarra)

THE ADVENT OF THE GUIDED MISSILE

In 1942, a Fw 200 was specially modified as a launching aircraft for the Fieseler Fi 103 flying bomb—perhaps better known as the V-1, at the Peenemünde research establishment. Later, several Fw 200C-3's were converted to carry two Henschel Hs 293 radio-controlled rocket-propelled glider bombs under the outboard engine nacelles. This modification was designated the Fw 200C-6 and entered service with III./KG 40 in November 1943. The Henschel Hs 293, which was designed in early 1940 by Professor Herbert Wagner, was powered by a 1,300 lbs.s.t. Walter HWK 109-507 rocket engine which gave it a maximum speed of 365 m.p.h. The main production model to see service, the Hs 293A, utilised radio control, later variants employing wire guidance and television control. The last production model of the



A C-4/U3 variant with FuG 200 Hohentwiel *radar equipment.*
(Photo: H. J. Nowarra)



The Reichsführer SS' *personal transport after capture and transfer to Farnborough, England. Royal Air Force roundels have been painted over the German national markings, but the individual emblem and the codes GC+AF are original.* (Photo: Imp. War Mus.)

Condor was the Fw 200C-8 which was built specifically as an Hs 293 carrier.

The first operational mission by an Hs 293-carrying Fw 200C-6 was made on 28th December 1943, when one of four Condors was so equipped. The Hs 293-carrying machine encountered a patrolling Coastal Command Sunderland flying boat and was forced to ditch in the sea without having a chance to launch its missiles. A few further missions were carried out by Hs 293-equipped Fw 200C-6's and C-8's, but most missile launching operations were carried out by the He 177A-5's of I./KG 40 and Do 217K's, M's and R's of II and III./KG 100.

By the late spring of 1944, Condor operations had begun to decline, and finally, on 7th June 1944, the remaining Condor *Staffeln* were transferred from Bordeaux to Norway and Germany. Lack of fuel and poor servicability resulted in few or no further operations being undertaken. On 26th August 1944, Oblt. Bieberger, *Gruppe* Technical Officer of I./KG 40, was killed whilst flying from France to Germany and shortly afterwards the whole of *Kampfgeschwader* 40 was disbanded.

This was not the end of the Condor, however. 8./KG 40 was re-designated *Transport Flieger Staffel Condor* and began transport operations in Norway in October 1944. A further transport unit equipped with the Fw 200 was established in the late spring of 1945 designated *Transport Flieger Staffel 200* and based at Horsching. Condors were also used by the *Führer Kurier Staffel* commanded by Heinz Baur; this was Hitler's personal transport unit.

Many Condors were in fact used by Germany's leaders. One of the most interesting of these was the Fw 200C-4/U1 used by the *Reichsführer SS*, Heinrich Himmler. The machine was coded "GC+AF", number "5" and was captured and flown at Farnborough. Aft of the pilot's and radio operator's cabin was the first passenger compartment with Himmler's seat facing forward and positioned on the starboard side of the fuselage. The seat was armour-plated with an additional sheet of armour hinged to the side. A folding table and bookcase was provided in polished wood, the upholstery being in a sober grey. The forward compartment had accommodation for five passengers, the after cabin for six.

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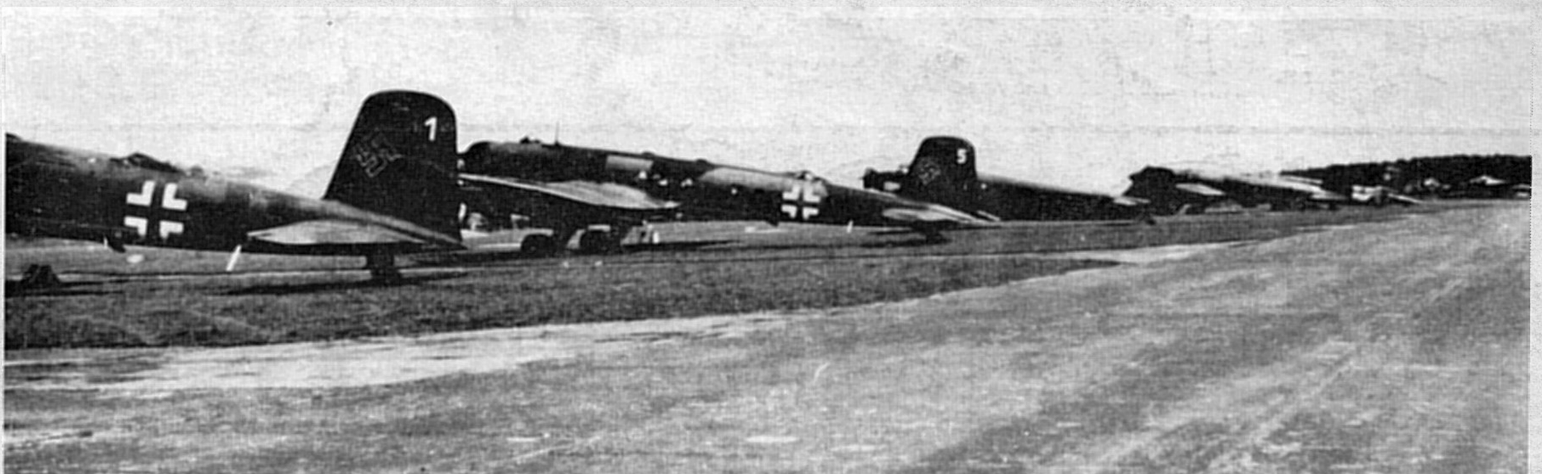
The two aircraft in the foreground are Fw 200C-4/U1 versions, machine "5" being Heinrich Himmler's personal transport. (Photo: Gruppe 66)



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